

✓

Rpt. 8
Port

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yps. ✓

Oil Fuel Burning Arrangements

Please see accompanying list. ✓

AKTIESELSKABET

HOLBYK ELMOTOR FABRIK

Manufacturer.

Dates of Examination of principal parts—Cylinders $\frac{21}{11}, \frac{23}{11}, \frac{91}{12}, \frac{81}{12}, \frac{17}{11}, \frac{24}{11}$ Covers $\frac{24}{11}, \frac{23}{11}, \frac{81}{12}, \frac{51}{12}, \frac{24}{11}$ Pistons $\frac{91}{11}, \frac{24}{11}$ Rods — Connecting rods $\frac{16}{10}, \frac{26}{10}, \frac{23}{10}, \frac{51}{10}$			
Crank shaft $\frac{91}{11}, \frac{81}{12}, \frac{24}{11}$	Flywheel shaft —	Thrust shaft $\frac{17}{11}, \frac{17}{12}, \frac{24}{11}$	Intermediate shafts $\frac{16}{12}, \frac{24}{11}$
Screw shafts $\frac{16}{12}, \frac{24}{11}, \frac{31}{11}, \frac{25}{11}$	Propellers $\frac{31}{11}, \frac{25}{11}$	Stern tubes $\frac{16}{12}, \frac{24}{11}$	Engine seatings $\frac{31}{11}, \frac{25}{11}$
			Engines holding down bolts $\frac{31}{11}, \frac{16}{12}, \frac{25}{11}$
Completion of fitting sea connections $\frac{31}{11}, \frac{25}{11}$	Completion of pumping arrangements $\frac{16}{12}, \frac{24}{11}$	Engines tried under working conditions $\frac{7}{11}, \frac{14}{11}, \frac{15}{11}, \frac{24}{11}$	
Crank shaft, Material S. M. steel.	Identification Mark $\text{CK } \frac{91}{11}, \frac{25}{11}; \text{CK } \frac{81}{12}, \frac{25}{11}$	Flywheel shaft, Material —	Identification Mark —
	LLoyds No 6771-2; 6891-2		LLoyds No 5060-1-2-3, 5511-2-3, 5642-3
Thrust shaft, Material S. M. steel.	Identification Mark $\text{CK } \frac{17}{11}, \frac{12}{11}, \frac{24}{11}$	Intermediate shafts, Material S. M. steel.	Identification Marks $\text{CK } \frac{16}{12}, \frac{12}{11}, \frac{24}{11}$
	LLoyds No 5564-5		LLoyds No 5508-9, 119
Tube shaft, Material —	Identification Mark —	Screw shafts, Material S. M. steel.	Identification Mark $\text{CK } \frac{31}{11}, \frac{1}{11}, \frac{25}{11}$

Is the flash point of the oil to be used over 150° F. *yes*

Is this machinery duplicate of a previous case No. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under Special Survey and in accordance with the Rules, the approved plans and letters & dated 27/11-14/4-26-10/4 1924, 29/10-'10-25/9-13/9 1923. The material has been tested and examined as required by the Rules - either by us or as per Certificates produced, and the workmanship is good.

The whole of the machinery has been tested under full working power conditions and was found to work satisfactorily, and on the final trial trip the maneuvering of the main engine was tested and found good. Recommend the vessel's machinery to have notation of **+LMC-7.24**, Oil engines, and C.L.

The amount of Entry Fee	...	12. 85. 20	When applied for,	
Special	...	13. 15. 28	5. 8.	19 25
Donkey Boiler Fee	...	2	When received,	
Travelling Expenses (if any)	...	8. 19. 7	8. 8.	19 25

C. G. H. H. H.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 4 SEP 192

Assigned

FW. 4 SEP 1927
+ Lumb. 7.35 C.L.
oil engines

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Lloyd's Register
Foundation

Copenhagen

Continuation of Report No. 7087, dated 5th August on the

M/s Malini

Nakskov Skibsværft yard N° 24.

The auxiliary machinery comprises:

2 off. 2 cylinder 4 str. single-acting Diesel-engines, each working a 38 kw. comp. wound dynamo (173 Amp. & 220 Volt & 350 R/M.)

1 - 1 cylinder 2 str. crude-oil-engine 9/11 H.P. (hot-bulb) 525 R/M., working a 5 kw. shunt wound dynamo (45.5 amp. & 110 Volt) for light purpose.

1 - rotary ballast pump (IRON) capacity 75 ts pr. hour.

1 - bilge- and sanitary pump, 2 buckets (6 str. & 6 dia.) capacity of each cylinder 20 ts pr. hour. (double-acting)

1 - rotary oil transfer pump (cog-wheel)

1 - lubricating oil pump (cog-wheel) spare-pump.

1 - auxiliary air compressor, worked by hand.

- The main lubricating oil pumps are worked directly from the forward end of the crank-shafts of the main-engines and are cog wheel pumps.

- Besides this, one bilge- and one cooling-water-pump (plunger 120 dia x 200 mm str.) are worked from each main engine through spur-wheels.

- The two main dynamos are supplying current for the following purposes:

1 - 7.5 HP shunt wound Electromotor for the ballast pump

1 - 7 " " " " " " bilge & sanitary pump

1 - 1 " " " " " " oil transfer pump

1 - 35 " " " " " " spare lubricating oil pump

1 - 1 " " " " " " lathe

1 - 30 " compound " " " " windlass

4 - 11 " serie " " " " 1 & 2 tons. cargo-winch

2 - 15 " " " " " " 1-2-3 " "

1 - 3 " shunt " " " " electro-hydraulic

steering-gear

1 - 17 " " " " " " directly coupled to and driving

the 11 kw. compound-wound dynamo (115 V. & 96 amp, 1500 R/M.)

supplying current for the whole electric-light installation.

The foregoing is a correct description.

AKTIESELSKABET
NAKSKOV SKIBSVÆRFT

J. Jensen Christensen

2020
ALFRED H. LLOYD'S
REGISTER OF SHIPPING
1925

W458-0044 (2/2)